

## CRISIS IN PHILIPPINES.

## DEWEY REPORTS INCREASED INSURGENT ACTIVITY.

## SITUATION MAY HASTEN ACTION IN THE PARIS CONFERENCE—THE ADMINISTRATION'S PATIENCE WITH SPAIN NEARLY EXHAUSTED.

Washington, Nov. 18.—News came to the Navy Department to-day from Admiral Dewey regarding the situation in the Philippines. The Admiral sent the Charleston and the Concord some time ago to the southward from Manila to ascertain whether or not there was truth in the reports that the insurgents had extended their activities in that direction. To-day he called as follows:

Manila, November 18, 1898.  
Secretary of the Navy, Washington:  
Charleston and Concord arrived to-day from Iloilo. Glass the commander of the Charleston reports that the entire island of Panay is in possession of insurgents except Iloilo, which is defended by eight hundred Spanish troops. All foreign citizens there beg for American protection. The island of Negros has declared independence, and desires American protectorate.

## THE PROTOCOL PREVENTS ACTION.

So far nothing has been done by the Administration toward curbing the insurgents in their operations except verbal representations from the American commanders to Aguinaldo, in which it has been pointed out to him that it would be good policy, in view of the probability that the islands will be annexed to the United States, to pursue a course which would not be obnoxious to this country. But the situation is now regarded as critical. So far as the Spaniards are concerned, perhaps they can be left to take care of themselves, but the foreign residents at Iloilo are regarded differently. The difficulty in the situation is that, with the best intentions to intervene to protect the Europeans and other foreigners and to save the city of Iloilo, the second in importance in the Philippine group, from looting, the American forces appear to be stopped, under the rules of war, from moving from their positions. This construction is placed on the clause in the protocol relating to suspension of hostilities.

## WILL TOLERATE NO MORE DELAY.

It is said to be a fact, however, that a total disagreement at Paris may result in speedier action than if the Commissioners agreed on the main principles of the cessation of the Philippines, for in that case several additional meetings probably would be required to arrange the details of the treaty. It is now thought to be certain that the Commission at a meeting next Monday or Tuesday will either agree to the cessation of the Philippines, or note a disagreement and dissolve the meeting, for the Administration is not disposed to tolerate further delay, and has so instructed the American Commissioners.

The Commissioners sent a long cipher cable dispatch to-day. The deciphering occupied the entire official day, and in the mean time there were wild rumors about the nature of its contents. As a matter of fact, it was nothing more than a statement of the Spanish side of the case relating to the Philippines. There was a renewal of the attempt to take issue with the American contention as to the meaning of the clause in the protocol relating to the disposition of the Philippines, and much quibbling, accompanied by quotations from French, Spanish and other European languages, in the effort to demonstrate to the Americans just what an English word might mean. The latter will take no notice of this kind of hair-splitting plea, but at to-morrow's meeting will call on the Spanish Commissioners to reply to the American demand for the Philippines, probably allowing until Monday or Tuesday only for a final answer.

## AMERICAN ATTITUDE UNCHANGED.

The two new points laid down by the Spanish Peace Commissioners in the answer presented by them at Wednesday's session of the Joint Commission will not be permitted to change the attitude of the American Commissioners. These points were, in substance, that the Spaniards could not permit any question to be raised as to the authority of the Spanish Government to pledge the resources of the islands to meet the Philippine loan, and that they could not permit the method in which the proceeds of this loan had been expended to be called in question. There is reason to believe that the purpose is to conceal enormous defalcations by the Spanish officials who have governed the Philippines since the issue of the loan. The ostensible purpose is to be able to plead inability to state what the "peace expenditures" have been on account of the Philippines, which was all that the United States proposed to reimburse them for.

This Government, however, in anticipation of some such evasive dealings, has given to the American Commissioners instructions which exactly meet this case. They know approximately just about the value of the improvements in the islands, having ascertained this from private but thoroughly trustworthy sources. Knowing this, they can afford to ignore the efforts of the Spaniards to belabor the facts, and will adopt the simple expedient of offering in a lump sum as many millions of dollars as it is deemed fair and just to tender for the Spanish properties, requiring and making no statement or calculation as a basis for the offer. Thus the danger of a long wrangle over a complex statement of figures will be avoided, and the issue will be made with perfect clearness.

## SPAIN'S LAST EFFORT.

It is believed that the Spanish Commissioners finally will accept this offer, though it is fully expected that when the Commission reaches the point of naming sums of money and has left behind it all the irrelevant discussion touching sovereignty, the Spanish Commissioners may make a determined effort to secure a larger allowance than the President has sanctioned. Judging, however, by the action of the American Commissioners up to this point little latitude will be allowed to the Spaniards in this matter, and it is believed that they have come to appreciate the fact that the American proposition is in the end the same as it was at the beginning, and that American diplomacy is straightforward at all points.

## IMPORTANT STATEMENT FROM THE POPE.

## WILL APPROVE THE LIBERAL TENDENCIES OF THE CHURCH IN THIS COUNTRY, IT IS SAID.

London, Nov. 18.—The Rome correspondent of "The Daily Chronicle" says:  
"A very important pontifical document is about to appear, expressing the Pope's full approval of the democratic and liberal tendencies of the Roman Catholic Church in the United States."

## IMPROVED SERVICE NEW YORK TO CLEVELAND, O., VIA PENNSYLVANIA RAILROAD.

Commencing Saturday, 19th, through Pullman Sleeping Car will be attached to the 7:40 p. m. train from West 22d St., arriving Cleveland 11:30 a. m.—Adv.

## PREPARING THEIR REPLY

## COMMISSIONERS AT WORK ON THE ANSWER TO SPAIN'S CONTENTIONS.

## NO CHANCE OF ANY CHANGE IN THE AMERICAN DEMANDS—MAY BALANCE THE WAR LEDGER.

Paris, Nov. 18.—The United States Commissioners are devoting to-day as they did yesterday, to formulating their next presentation to the Spanish Commissioners.

While the Americans are reticent as to their intentions, it may be said without reserve that the time is near when the exact peace terms acceptable to the American Commissioners will be laid before the Spaniards, with a time limit for their acceptance.

As previously indicated in these dispatches, the American Commissioners will not involve the United States in any obligation to the creditors of Spain in any shape or form. In other words, the Americans will not guarantee any of the Spanish bonds, even though Spain may have mortgaged as security the revenues of territory to be taken by the United States.

As set forth in these dispatches on October 31 and previously, the United States may now balance its war ledger, debiting to Spain the value of the battle-ship Maine, the cost of the naval and military operations, the losses incurred by American commerce, and the future pension roll, etc., while on the other side of the sheet may be placed Spain's equities and values in the Philippine Islands. A difference is found to exist in favor of Spain, this amount, in cash, may be offered to her by the American Commissioners at the next joint session here.

What this balance may be is not definitely known, but it may be about \$20,000,000, or possibly less. The Americans may also require until next Monday or Tuesday to prepare the final presentation of their case, which was understood at the adjournment of Wednesday last.

## GRAVE FEAR OF CIVIL WAR.

## 'SPANISH ARMY DISCONTENTED, AND CARLISTS ACTIVE.

London, Nov. 18.—The Madrid correspondent of "The Standard," whose dispatch is forwarded from the Spanish frontier, says:

"The state of the army causes anxiety in political and official circles. It is an open secret that officers of all ranks and the repatriated soldiers are discontented, first at the non-payment of arrears, and then because they are profoundly mortified at the manner in which the war was conducted, which prevented the army from getting a much desired opportunity of coping with the Americans, as they believed the army would have turned the tide in Spain's favor."

"Thus far the Republicans have not attempted to tamper with the loyalty of the army, but the Carlists are positively trying to do so in Catalonia and Valencia. They announce the impending publication of a manifesto, chiefly addressed to the army, declaring that Don Carlos no longer considers himself bound to show any consideration for the present dynasty and Government, whose shortcomings and errors have involved the loss of both territory and honor."

"The Carlists' threats are now so open that all classes of newspapers denounce their propaganda. The Madrid press sarcastically advises the Government not to allow itself again to be painfully surprised by the Carlist rising, as it was by the Cuban and Philippine rebellions. General Weyler is regarded by Spanish officers as the most powerful and popular among them. He seems inclined to avoid political intrigues, and even shows a disposition to support Señor Sagasta and the Queen Regent. Neither Marshal Campos nor General Polavieja enjoys equal prestige with the army."

"The Daily Mail's" correspondent in Biarritz says:

"The Carlists declare that they have obtained a loan, but not from England. Proof that the situation is serious is seen in the Government's alarm and the strict censorship in Navarre. 'The Red Cross Association circular contains the following: 'The unfortunate proximity of days of sorrow and blood necessitates the preparation of all our means and services.'"

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## DREYFUS HEARS THE NEWS.

## THE PRISONER INFORMED OF THE REVISION PROCEEDINGS.

Paris, Nov. 18.—The Governor of French Guiana has sent a dispatch to the Colonial Office here saying that Alfred Dreyfus has been informed of the revision proceedings in his case.

## STORMY SCENE IN THE CHAMBER.

Paris, Nov. 18.—There was a noisy scene in the Chamber of Deputies to-day during M. Lasies' interpellation of the proposed Government measures to maintain the inviolability of the contents of the package of secret documents in the Dreyfus case, which are understood to affect the national defense.

The Premier, M. Dupuy, recalled the recent Ministerial statement on the subject, adding that the Chamber could depend upon the vigilance of the Government in the matter under debate, which he moved be adjourned for a month, amid loud applause and protests from the Extreme Left.

M. Lasies vehemently attacked the Government, and the majority of the Chamber, and the majority of the House. He accused the Government of failure to enforce respect for the national honor. Amid a great tumult, M. Dupuy's motion was adopted.

## EMPEROR WILLIAM'S JOURNEY HOME.

## ROUTE CHOSEN SUPPOSED TO HAVE POLITICAL SIGNIFICANCE.

Berlin, Nov. 18.—The news that Emperor William is to return home by a roundabout route, without touching at Vienna or Berlin, has created a sensation in political circles, as it is interpreted as being a confirmation of the recent indications that the relations between Germany and Austria are less friendly than they have been. His Majesty's avoidance of Berlin is supposed to be due to his displeasure at the abandonment of the projected festival reception. The authorities of Potsdam, however, are preparing to give the Emperor and Empress a brilliant welcome on their return to their home there.

## PRINCE GEORGE AT ATHENS.

Athens, Nov. 18.—Prince George of Greece, the High Commissioner of the Powers in Crete, has arrived here on his way to that island. He received an ovation from the Creteans here and at the Piræus, who surrounded his carriage and heartily cheered him.

## COAL SHIPPING INTERESTS MAY UNITE.

Pittsburg, Nov. 18.—A movement is on foot among the rival coal operators to form a combination of all the river mines and floating property, and if the deal is consummated it will make one of the most powerful organizations in the country. It will have a capital of millions of dollars, and will control the coal shipping industry of the Monongahela Valley, as well as the markets between Pittsburgh and Cairo, Ill. The purpose of the combination is to control the coal trade in the Monongahela Valley to Cincinnati and Louisville under one management, thus doing away with a lot of office expenses. Nearly all of the Pittsburgh River operators are said to have been invited to take part in the proposed consolidation.

## FLORIDA EAST COAST GOLF CLUB SEASON.

From Nov. 1 to May. Booklets, diagrams or memberships. Northern office, 8 Park Place, N. Y.—Adv.

## ANARCHY IN PORTO RICO.

## ROBBERY AND ARSON COMMITTED BY BRIGANDS.

GENERAL BROOKE INSTRUCTED TO USE HIS FULL FORCE IN PRESERVING ORDER.

Washington, Nov. 18.—The meeting of the Cabinet to-day was devoted chiefly to consideration of reports which have reached the War Department that a state of practical anarchy prevails in Porto Rico. It is asserted that the lawless elements in the island are committing depredations of the gravest character.

It is said that, taking advantage of the unsettled state of the country due to the transfer of the government from Spain to the United States, bands of brigands have been organized for robbery and rapine, burning houses and plantations and levying tribute on the people wherever possible. In one case, it is said, they made a raid on a town of about fifteen thousand inhabitants, fifteen miles from the nearest troops, and burned and destroyed property of considerable value.

General Brooke, at San Juan, has been instructed to use the full strength of the military forces under his command for the suppression of rioting and the restoration of peace and order in the island.

The War Department does not anticipate any trouble in Porto Rico growing out of the disorderly conduct of troops recently sent there. There was some trouble with soldiers of the 6th Immunes and the 47th New-York about the time of their arrival, but it was soon quieted. The lack of discipline in the volunteer organizations is believed to have been responsible for the disturbance, but the officers are getting better control of their men.

## MR. VANDERLIP GOING TO PORTO RICO.

## TO STUDY FINANCIAL CONDITIONS THERE FOR THE TREASURY DEPARTMENT.

Washington, Nov. 18.—Assistant Secretary Vanderlip sails to-morrow evening for Porto Rico to familiarize himself with the financial conditions of the island, its possibilities of revenue and its requirements for expenditure. One of the most difficult problems for solution in connection with the change of sovereignty is that of the currency. It is the Assistant Secretary's intention to give special attention to this subject, with a view of speedy action by the Treasury Department. His first port will be San Juan, and after looking into conditions there he will go overland to Ponce, probably visiting Mayaguez on his way to the branch bank there. He expects to return to Washington in about a month, when he will present his report.

## FIRST ENGINEERS COMING NORTH.

## RED CROSS REPRESENTATIVES ALSO ON BOARD.

## THE MINNEAPOLIS.

Ponce, Porto Rico, Nov. 18.—The transport Minnewaska, with the first Engineers and representatives of the Red Cross on board, left here to-day for home, by way of Guadalupe.

## MAY RAISE THE REINA MERCEDES.

## SUNK BY OPENING SEA VALVES—OTHERWISE IN GOOD CONDITION, SAYS LIEUTENANT YOUNG.

Santiago de Cuba, Nov. 18.—Lieutenant Lucien Young, commander of the Hist, reports that it is practicable to raise the former Spanish cruiser Reina Mercedes, sunk on June 6 near the entrance of Santiago Harbor, in the engagement between Admiral Sampson's warships and the Spanish marine and land batteries.

He found that she had been sunk by opening her sea valves; that her bottom is in other respects in good condition, and that by simply plugging the valves she can be easily pumped dry and raised.

The hull is now resting upon the edge of the channel bank, with about 100 feet overhanging. A southwest gale would roll her into the channel, effectively blocking the entrance to the harbor.

## SHIPS TO BE RAISED AT MANILA.

## THREE OF THE SUNKEN SPANISH GUNBOATS WILL BE ADDED TO THE NAVY.

Washington, Nov. 18.—The United States Navy will soon possess more than a sprinkling of foreign-built warships. Admiral Dewey has informed the Navy Department that he has contracted with a Hong Kong firm of wreckers to raise three of the Spanish war vessels sunk in the battle of Manila on May 1. The cost of raising the ships and putting them in thorough repair will be \$500,000. The vessels to be raised are gunboats of large type, and in the opinion of Chief Constructor Hickman, they will be the best kind of craft for the protection of American interests among the Philippines and along the Asiatic coast. They are the sister ships the Isla de Cuba and the Isla de Luzon, and the Don Juan de Austria. The first two are vessels of 1,040 tons, 200 feet long, 30 feet beam and 11 feet 6 inches draught. They are of steel, with twin screws, good protective decks, and an effective battery composed of six 4.7 Hontoria guns, four 6-pounders, two 1-pounders and two 5.3 Nordenfolds and three torpedo tubes. The speed is placed at 15.8 knots under forced draught. The Isla is a little larger, her tonnage being 1,152, her length 219 feet, 32 feet beam and 12.6 draught. She was built at Cartagena in 1887. The other two vessels were built by Sir William Armstrong, at Elswick, in 1886. The Austria's armament is four 4.7-inch Hontoria guns, four 6-pounders, one machine gun and two torpedo tubes.

## BESIDES THESE VESSELS, THERE ARE ALREADY IN THE UNITED STATES NAVY THE NEW-ORLEANS, THE ALBANY, THE TOPEKA, THE MANLEY, THE SOMERS, THE ALVARADO, THE LEYTE AND THE SANDOVAL, ALL OF FOREIGN BUILD, SOME CAPTURED AND SOME PURCHASED.

The work of raising the three Spanish vessels in Manila Bay is to be conducted under the supervision of Naval Constructor Capps, who, together with another officer, has been commissioned in the following letter which Admiral Dewey has transmitted to the Navy Department:

Manila, August 25.  
Headquarters Department of the Pacific and Military Governor:  
It gives me pleasure to bring to your notice, for such action as you may deem proper, the great assistance rendered me during the campaign ending in the capture of the city of Manila by Lieutenant Brumby and Naval Constructor Capps, United States Navy. The efficient co-operation of the fleet and the troops on shore was largely due to the intelligent arrangement made by Lieutenant Brumby with my chief signal officer, and to Mr. Capps I am greatly indebted for valuable assistance rendered by the officer in charge of the Office of Military Information of the Department of the Pacific.

This letter was addressed to Admiral Dewey.

## ROYAL BLUE LINE.

## TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

Beginning Sunday, Nov. 20th, trains will leave New-York, station Central R. R. of New-Jersey, for Philadelphia—Week days, 4:30, 7:30, 9:30, 10:30, 11:30 a. m., 1:30, 3:30, 5:30, 7:30, 9:30, 11:30 p. m.; 12:15 night. Sundays, 4:30, 9:30, 10:30, 11:30 a. m., 1:30 (3:30 Royal Blue Limited), 4:30, 6:30, 8:30, 10:30, 11:30 p. m.; 12:15 night. For Baltimore and Washington—Week days, 4:30, 6:30, 8:30, 10:30, 11:30 a. m., 1:30 (3:30 Royal Blue Limited), 4:30, 6:30, 8:30, 10:30, 11:30 p. m.; 12:15 night. All trains, except 4:30 a. m. and 9:30 p. m., leave South Ferry, foot Whitehall Street, five minutes earlier than time given from foot Liberty Street. Trains for Washington, 12:15, 2:30, 4:30, 6:30, 8:30, 10:30, 11:30 p. m. are five-hour trains to Washington.—Adv.

## DR. RYLAND RETIRES.

## GIVES UP THE RECTORSHIP OF OLD ST. MARK'S.

ILL-HEALTH THE CAUSE OF HIS RESIGNATION—WILL SEEK REST ABROAD—MADE RECTOR EMERITUS.

The Rev. Dr. Joseph H. Ryland, of St. Mark's Protestant Episcopal Church, in Tenth-st. at Second-ave., will finish his long and faithful service as rector of the church on December 1, and ten days later he will sail, with his wife, for Mediterranean ports, where he hopes to be able to recuperate and find a much-needed rest. He has been rector of the church, which is one of the oldest in the city, for the last twenty-seven years, having accepted a call in 1871, when he was the rector of St. James's, Chicago. Recently he has not been in the best health. About six weeks ago he caught cold and suffered from throat trouble, which somewhat impaired his speech and, besides, caused him considerable discomfort. He was told by his physician that he would not get better of his throat affection if he remained at his work this winter, and was advised to seek a warm climate.

At a meeting of the vestrymen of the church held yesterday Dr. Ryland tendered his formal resignation as rector of the church. This did not come as a surprise, owing to the fact that he had intimated a desire to be relieved of the onerous duties of the rectorship early last spring.

His departure from the church, however, will be unexpected news for many of his parishioners, as they were of the belief that their beloved and venerable pastor would remain with them until the end of his days. The resignation of Dr. Ryland was accepted by the vestrymen, and the following preamble and resolution were adopted:

The Rev. Joseph H. Ryland, D. D., rector of this parish for twenty-seven years, having at this vestry meeting, November 18, 1898, tendered to us his formal resignation, in pursuance of an intimation given us some time ago that he had arrived at a time of life when he felt the need of being relieved from the care of a parish.

We, the wardens and vestrymen of St. Mark's Church in the Bowery, in accepting his resignation, which we do with profound regret, desire to place upon record our appreciation of his long and faithful service, in which he has worthily upheld the traditions of his distinguished predecessors.

Called to this parish in 1871 as its fifth rector in the century of its existence, the Rev. William Harris, subsequently president of Columbia College, having served from 1850 to 1858; the Rev. William Crofton from 1858 to 1860; the Rev. Dr. Henry Arthur from 1860 to 1862; the Rev. Dr. A. C. Van Vleet from 1862 to 1865; he has, by his ripe scholarship, his liberal theology, his unstinted devotion, an imperishable place in the hearts of his people.

In a time of trial such as comes to few he entered the field of his duty as a Christian. Never did he waver or falter, and out of the fires of a terrible persecution he came victoriously forth with malice toward none, with charity for all.

We only bid him adieu as our rector, and we bid him place of rest be spared for wise counsel and loving intercessions.

Resolved, That the salary of the rector emeritus be fixed at (amount not given) dollars per year, or life, and in so doing we make it our duty to feel that we offered to him a larger sum, which he declined, in which declaration he followed precedent set by his predecessors, and his action reduced his own compensation—predecessors so unusual as to be worthy of special mention.

No one has as yet been considered as a possible successor to Dr. Ryland, and it is likely that this matter will not be discussed until after the rector has sailed for Europe, on December 10.

C. S. Mitchell, one of the vestrymen, when asked last night who would be chosen to fill Dr. Ryland's place said that he did not know, but he added that the successor would be an able and eloquent man.

Dr. Ryland is one of the leading and most eloquent Episcopal clergymen in this country. He was born on June 26, 1829, near Manchester, England. He first attended a country school in his native place, and then went to a high school near London. He subsequently entered King's College, London, and became an associate there.

For two years he was a curate in London, and while there he met Bishop Melville, of Ohio, who had been sent to England by President Lincoln to work for a change of feeling among Englishmen toward this country. Dr. Ryland was likewise active in such a movement, contributing an article each week to "The London American."

In 1863 he accepted a call to St. Paul's Church, Cleveland, and four years later he became the rector of St. James's Church, Chicago, where he remained until he received the call to St. Mark's, this city. On arriving in this country Dr. Ryland presented to President Lincoln an address of sympathy, which was signed by thousands of English and French clergymen.

On March 10, 1865, he celebrated the anniversary of the dedication of St. Mark's Church will be celebrated.

## WRECKED ON OREGON COAST.

## SHIP ATLANTA GOES ASHORE, AND ONLY TWO OUT OF THIRTY MEN ARE SAVED.

Newport, Ore., Nov. 18.—News has just been received from Alsea Bay, sixteen miles below here, that the sailing vessel Atlanta is ashore. She had a crew of thirty men on board, and only two got to land alive.

The vessel is dismantled and has broken in two. The life-saving crew has gone to the scene.

Tacoma, Wash., Nov. 18.—The ship Atlanta, wrecked on the Oregon coast, sailed from Tacoma last Saturday afternoon. Captain Charles McBride was in command. She was loaded with 1,153 tons of wheat for Cape Town, and was a trim, first-class sailing vessel, and in good condition when she left port.

## PASSENGER TRAINS CRASH.

## TWO PERSONS INJURED IN AN ACCIDENT AT FLORENCE, N. J.

Burlington, N. J., Nov. 18.—Two persons were injured, an engine and passenger coach destroyed and a railroad station burned to-day by a rear-end collision between two local passenger trains on the Camden and Amboy Railroad at Florence, near this place. The injured are Joseph Smith, conductor, badly cut and bruised, and Harry Jones, conductor, injured internally. Both men live in Hightstown, N. J. The first train had been ordered to wait at Florence for the arrival of the second train, but owing to carelessness or lack of time the brakeman of the waiting train did not flag the approaching train until too late. The passengers escaped with a severe shaking up.

## THE BUFFALO AT THE NAVY YARD.

Just a little before noon yesterday the disabled cruiser Buffalo, in tow of the Navy tug Wompatuck, was tied up at the coal wharf, and the Board of Inquiry, which held several sessions in the morning, resumed its work on the trouble on the ship, resumed its sessions on board the vessel. These sessions are held behind closed doors, and no information is given out as to the results of the inquiry. The ship will be placed in drydock as soon as the season of drydock No. 3 is floated out of the stone dock, where it has been placed for some repairs.

## GREAT IMPROVEMENTS IN THE SERVICE BALTIMORE AND WASHINGTON VIA PENNSYLVANIA RAILROAD.

Great improvements have been made during the past few months in the line of the Pennsylvania Railroad between New York and Washington. Many curves have been straightened and the line thus materially shortened; one hundred-pound steel rails have been laid between Philadelphia and Washington, and the roadbed made equal to any on the Pennsylvania Railroad System. These improvements, together with the superior terminal facilities at New York, Baltimore and Washington, make the morning and afternoon Limiteds, make the Pennsylvania Railroad the popular line between New York, Baltimore and Washington. It is the smoothest, the safest and the most perfect railroad connecting the Metropolis and Capital of the Nation. The new Central Express, with its handsome Pullman Parlor, Observation, Smoking and exquisitely equipped Dining Cars, all illuminated by electricity, is by common consent the most magnificent day train in the world.—Adv.

## WAGON WRECKED, FOUR KILLED.

## ANOTHER SERIOUS ACCIDENT ON THE LONG ISLAND ROAD.

TRAIN DASHES INTO A FARMER'S WAGON, SCATTERING THE FOUR OCCUPANTS IN ALL DIRECTIONS—TWO CHILDREN LIKELY TO DIE.

ANOTHER AND THE FARMER TERRIBLY BATTERED.

Another serious accident occurred on the Long Island Railroad near Hempstead last evening. The eastbound express train from Long Island City, due at Queens at 6:35 o'clock, crashed into a farm wagon which was passing over the tracks, over which the gates were hoisted, injuring its four occupants so seriously that two are unlikely to recover.

The wagon was driven by August Gustke, of Munson, who was returning from market in New-York. In the vehicle with him were three of his children, two girls and a boy—August, Jr., Mary and Elizabeth, thirteen, seventeen and twenty years old respectively. The accident occurred at what is known as the Brushville crossing, on the outskirts of the village of Queens. The train was moving at a rapid speed when it struck the wagon. The horse was instantly killed and the wagon was smashed to fragments. One-half of the vehicle was thrown into the air and became fastened on the locomotive in front of the cab, and the occupants of the wagon were strewn in all directions.

The boy, August, Jr., received a compound fracture of the skull, his arm was broken in two places, and he also received a number of serious contusions and internal injuries. When he was picked up it was said that he could live only a few hours. Elizabeth, the eldest daughter, received a broken arm and a number of cuts and had contusions about the head, back and chest. Her recovery is doubtful. The injuries of Mary, the younger daughter, were similar to those of her sister. She will probably recover. Mr. Gustke was the least injured of the four. He received a broken nose, a badly cut leg and hip and several serious contusions about the head, face and chest.

The train, which was in charge of Conductor Klissam and Engineer Williamson, was stopped about a quarter of a mile from the scene of the accident. The farmer and the three injured children were placed aboard the train and taken to Hempstead, where they were sent to the Nassau Hospital in an ambulance and an express wagon. There Dr. Louis N. Lanehart, of the hospital, Miss Emily M. Perriko, the matron, and the nurses worked diligently all the evening, and succeeded in restoring one of the girls to consciousness.

Gustke and his wife have two other children. The farmer says that the gates were up as he approached the track, and he knew nothing of the approach of the train until it was within a few feet of his wagon.

## ANGLO-AMERICAN FRIENDSHIP.

## GERMANS BEGINNING TO REALIZE THE UNITED INFLUENCE OF THE TWO POWERS.

London, Nov. 18.—The Berlin correspondent of "The Times" says:

"The German attempts to deny the reality and significance of the Anglo-American friendship are now being abandoned. There are certain 'imponderabilia' to use an expression of Bismarck's, which the citizens of both countries, residing abroad, have already begun to appreciate, as the first proof of the united influence of the two Powers in the affairs of the world."

## 'LORD' CHAMBERLAIN'S SUCCESS.

Paris, Nov. 18.—"La Patrie" says: "Lord Chamberlain has returned from America with the draft of a treaty with the United States concealed in his pockets."

## JOHN W. KEELY DEAD.

## THE INVENTOR OF THE KEELY MOTOR SUGGESTS TO PNEUMONIA IN PHILADELPHIA.

Philadelphia, Nov. 18.—John W. Keely, the inventor of the Keely motor, died to-day at his home in this city from pneumonia. He was taken ill on Saturday last, and continued to grow steadily worse until his death. Mr. Keely was sixty-one years of age, and leaves a widow.

He was a native of this city. His education was meagre, and at an early age he became a carpenter, following that trade until 1872. It was in that year that he announced his discovery of a new force by which motive power would be revolutionized. Following this he constructed what has become known as the Keely motor. On November 10, 1874, he gave its first public exhibition before a number of capitalists and scientists, who advanced \$100,000 to enable him to perfect his discovery and apply the principle. Since then large sums of money have been expended on experiments without any practical public results. Between 1874 and 1891 Keely constructed and discarded 129 different models. In his first models he employed water as a generator, but later the experiments were made with what he called a "liberator," a machine equipped with a large number of tuning-forks, which he asserted disintegrated the air and released a powerful ethereal force.

In 1888 he was sent for a time to jail for contempt of court in refusing to disclose the secret by which he produced many remarkable effects in the presence of experts, but until his death the secret was known only to himself.

Among those interested in his scientific efforts was Mrs. Bloomfield Moore, who advanced sums of money to Keely for the purpose of his invention.

Colonel Greenleaf said that in his opinion Camp Keely, in Florida, was fitted only for a quarantine hospital, and should not have been used as a camp for ten thousand men awaiting transportation to Cuba. He could not speak from his own knowledge of the lack of tents, ambulances and other supplies at the front.

Ex-Governor Woodbury—Is it proper to criticize the War Department for not having employed female nurses sooner than it did?

Colonel Greenleaf—I think not. General Sternberg and I do not believe that the firing line is the place for a woman. In the hospital the women nurses rendered excellent service, but at the front there was no place for them.

## OVERCROWDED TRANSPORTS.

General Dodge asked about the condition of the transports leaving Tampa for Cuba, and Dr. Greenleaf